ARSAC letter to LA City Council, Council File 13-0285- LAX SPAS

racherman <racherman@netvip.com> Mon, Apr 29, 2013 at 4:49 PM
To: michael.espinosa@lacity.org

This critical vote is on your calendar next week.

Your district infrastructure funds and the fiscal stability of the entire City is in jeopardy from the special interest push upon you to approve an unnecessary runway move rather than focusing on what visitors want – convenience in the terminals and better ground access. Safety is not the issue; the north complex as is is much safer than the "improved" south airfield and much better with the improvements of Alternative 2!

We've provided the attached information in numerous forms at every step of the process. Numerous issues remain inadequately addressed. Please don't risk our City fiscal stability.

Attached is a letter addressing the issues, a Powerpoint presentation going into more detail to address the tailored facts you've been briefed, and a copy of the FAA handling instructions for the A380 aircraft.

Thank you,
Robert Acherman
VP, ARSAC
(310) 927-2127

ARSAC Council 4-25-2013-Councilmembers.pdf
285K

ARSAC Alliance for a Regional Solution to Airport Congestion
322 Culver Blvd., #231 Playa del Rey, CA 90293
www.regionalsolution.org 310-641-4199

April 25, 2013

Los Angeles City Council
200 N Spring Street
Los Angeles, CA 90012

Re: Council File 13-0285, LAX Specific Plan Amendment Study (SPAS)

Dear Council Members:

ARSAC strongly encourages you to vote for the LAX modernization choice: LAX SPAS Alternatives 2 and 9. Alternatives 2 and 9 are supported by Council Members Bill Rosendahl, who represents LAX, and Eric Garcetti, who has been endorsed by a majority of your Council colleagues to be elected the next Mayor of the City of Los Angeles. If Councilman Garcetti is elected Mayor, then it is important that his hands are not tied to an LAX plan that he does not support. Alternative 1 is likely to become entangled in litigation (not just from ARSAC) and contribute to further delays rather than achieving LAWA's goal of modernization.

Choose Alternative 2: The Responsible Choice

Alternative 2 is the feasible and Environmentally Superior Alternative:

- Provides the most jobs for dollar spent and more types of construction jobs than Alternative 1.
- Can be built faster and will not likely result in litigation that could delay LAX modernization.
- Provides for a safe, efficient, environmentally friendly airfield to the surrounding LAX communities.

We want to be very clear that moving runways closer to LAX area communities is unnecessary. While LAX is an important regional economic engine, it also has to be a good neighbor. There are ways to make LAX safer without increasing aircraft noise, pollution, vibration and safety impacts on South Los Angeles, Culver City, Inglewood and Westchester/Playa del Rey. Alternatives 2 and 9 are the best plans for remaking LAX into a world class airport.

ALTERNATIVES 2 & 9 BENEFITS

Alternative 2 is Environmentally Superior Alternative. As the Environmentally Superior Alternative, Alternative 2 should be the preferred Alternative per the California Environmental Quality Act (CEQA). Alternative 2 is a feasible alternative that provides airfield efficiency with faster taxi times from the runways to the gates. This will result in less environmental impact on LAX neighbors and will lower jet fuel consumption for the airlines. Jet fuel is the airlines' biggest expense category.

Alternative 2 is safe. As discussed in detail in the North Airfield Safety Study (NASS) conducted by NASA and six aviation safety professors, the LAX north airfield in its current configuration is extremely safe and that increasing runway separation cannot be justified for safety reasons alone. The LAX south airfield with the centerfield taxiway continues to experience incursions that the centerfield taxiway was supposed to eliminate. The LAX north airfield today is still safer than the improved south airfield.

Alternative 2 will enhance airfield safety. Alternative 2 moves the high speed taxiway exits from the north outboard runway, Runway 24 Right, further to the west. The westerly relocation of these runway exits to the last third of the north inboard runway, Runway 24 Left, eliminates the possibility of a runway incursion as departing aircraft are fully airborne before the last third of the runway.

Alternative 2 meets FAA standards. Alternative 2 meets the current Federal Aviation Administration (FAA) standards of 700 feet separation between runways.

Alternative 2 is efficient. Alternative 2 features two parallel taxiways between Terminals 1, 2 and 3 and the north runways- a Group VI taxiway and a Group V taxiway. The Group VI taxiway will allow for an A380 or a 747-8 to operate without having to close down the adjacent taxiway when the A380 or 747-8 taxis near Terminals 1, 2 and 3 to line up for takeoff on Runway 24 Left.

Alternative 2 will be able to handle the Airbus A380 and Boeing 747-8. LAX has safely handled the Boeing 747 since 1970 and the Airbus A380 since October 2008. The Boeing 747-8 operates at LAX daily with few restrictions. Most operations are on the south airfield for the Boeing 747-8 Freighter. LAX has one daily 747-8 Intercontinental passenger flight that operates on the north airfield. Due to the wake turbulence produced by the A380, FAA tower procedures (attached) provide that when parallel runways are less than 2,500 feet part, then the two runways are treated as one. When an A380 takes offs or lands at LAX, then there is a short 3 minute delay in closing the adjoining runway. Considering that most A380 flights arrive early in the morning and depart late in the day, this is not too much of an issue. LAX will have 8 daily A380 flights by the end of 2013. The North Airfield Safety Study also concluded that the extra handling required for the A380 at LAX actually adds another layer of safety to the operation of this very large aircraft at LAX.

Alternative 2 will keep LAX competitive. Alternative 2 provides the necessary improvements for what matters most to the passenger experience- improved terminal facilities and ground access. Airlines do not choose to serve airports based upon runway configuration; if that was true most airlines would not serve San Francisco with its closely spaced parallel crossing runways. What matters most to the airlines are low costs and a large population base to be able to generate the biggest profits. Southern California is the second most populous region of the United States. LAX has been the #3 busiest US airport since the 1960's to the present day.

Alternative 9 is long overdue. Alternative 9 will provide the overdue ground transportation elements that are common in many world class airports such as a Consolidated Rental Car Garage (CONRAC), an Automated People Mover (APM) and Metrorail inside the Central Terminal Area (CTA). While Alternative 9 has universal support among LAX expansion supporters and opponents, the City Council needs to direct Los Angeles World Airports to prioritize building the CONRAC, APM and Metrolink station in the CTA before any runway work is initiated. This phasing requirement is to assure that these critical ground transportation projects are completed and functioning. The need for building Alternative 9 projects first is elementary considering that the idea for an APM has been discussed at LAX since the "Jet Age" terminal complex opened in 1961!

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Consider the numerous remaining unanswered issues with the special interest driven Alternative 1 highlighted for you at each step of this design and approval process:

ALTERNATIVE 1 PROBLEMS

Everyone wants a safe, secure, modern and convenient LAX, however, the Alternative 1 plan to move the north runway 260 feet closer to LAX area neighborhoods is unnecessary, unsafe and unaffordable.

Alternative 1 is Unnecessary

Safety. The definitive North Airfield Safety Study (NASS) conducted by six distinguished aviation safety professors and NASA found that the existing north airfield is extremely safe and that increased runway separation could not be justified for safety reasons alone. The professors found even with increased runway separation of 340 feet, that the chances of a fatal runway incursion would be 80 deaths in 200 years. The 55% safety improvement would only result in saving 2 lives in 200 years. This all is statistically negligible. Note that LAWA staff's recommended Alternative 1 of 260 feet north was NOT a part of the North Airfield Safety Study. The NASS also found that only the single runway configuration provides full Group VI (e.g. A380, 747-8) capability and would eliminate the possibility of runway incursions due to aircraft crossing a runway.

Efficiency. While the NASS reported that capacity could be increased by up to 4 departing flights per peak hour with 340 feet increased runway separation, there could also be a corresponding reduction in arrival rates. While arrival rates were not fully studied in the NASS, one can easily conclude that any capacity gain in departures will be offset by losses in arrivals. This could result in an imbalance in airfield operations. Furthermore, the LAX SPAS EIR clearly shows that Alternative 2 has the shortest taxi times that will result in lowest fuel consumption and lowest environmental impacts on surrounding communities.

Alternative 1 also has two Group V parallel taxiways between Terminals 1, 2 and 3 and the north runways. If an A380 or a 747-8 is on one of these taxiways, then the adjacent taxiway will have to close down when the A380 or 747-8 taxis near Terminals 1, 2 and 3 to line up for takeoff on Runway 24 Left. Alternative 2 has a better taxiway design with a Group VI and a Group V taxiway so there will be no shutdown of taxiways by Terminals 1, 2 and 3 when an A380 or a 747-8 is taxiing to Runway 24 Right for takeoff.

Competition. LAX has been the #3 busiest airport in the United States since the 1960's until today. Not even the effects of the 9/11 terrorist attacks, airline bankruptcies and mergers, the Great Recession and high oil prices have had any effect on LAX's #3 ranking. While LAX has not regained its pre 9/11 passenger levels, this has nothing to do with runway configuration or terminal condition. Before 9/11, the airlines were operating excess capacity and unprofitable routes that were cut back by 20% post 9/11. After 9/11, the US airline industry made a fundamental shift away from focusing on market share to focusing on profits. This is why US airlines used bankruptcy laws to retire older, less fuel efficient jets; rationalize route networks by right-sizing (often down gauging) aircraft to the route resulting in higher load factors; terminate union contracts and employee pension plans to reduce overhead costs; and charge

for many of the services passengers used to receive for free including baggage check, meals, pillows and blankets and earphones to use the aircraft's entertainment system. Despite 9/11 and the effects on the US airline industry, LAX continues to be the number origin-and-destination airport in the world and many foreign airlines continue to add service to LAX including Air Berlin to Berlin, Germany; All Nippon Airways to Tokyo-Haneda Airport and Turkish Airlines to Istanbul.

LAX is also the top Airbus A380 destination in the USA with almost 7 daily flights. On October 18, British Airways will be launching its first A380 route from LAX to London-Heathrow. New York JFK has six daily A380 flights while a few other cities have only one daily A380 flight. San Francisco, with its gleaming international terminal, only has a summer only Lufthansa A380 flight to Frankfurt, Germany. In the winter, the Lufthansa A380 is flying to Miami. Las Vegas and Phoenix airports do not have the capability to handle the A380, even in case of an emergency diversion.

LAX is not losing flights to other cities. If LAX drops a flight, it is due to lack of profits. Other airlines often jump in to fill any voids. Only San Francisco (SFO) has lost a flight to Dallas/Fort Worth (DFW). DFW airport offered $3.1 million in incentives to Qantas to move a flight from SFO to DFW so that Qantas could connect with its oneworld airline alliance partner American Airlines at American's home base of DFW. The airline alliance home hub-to-home hub is a trend that LAX cannot stop. However, the bottom line is that LAX is the main airport for Southern California which is home to the second largest populated area in the United States. Airlines will fly to where the people and the profits are.

Noise. Alternative 1 will increase noise impacts on LAX neighbors. In Alternative 1, over 13,000 residents in South Los Angeles, Inglewood and Westchester/Playa del Rey will become newly impacted by aircraft noise. There is CEQA threshold of significance of a 1.5dB increase in noise exposure noted in the EIR. This noise increase fails the Stipulated Settlement Agreement requirements for minimizing environmental impacts on surrounding communities.

Alternative 1 is Unsafe

Runway bridge over a drainage ditch. Alternative 1 proposes converting the Argo Drainage Ditch into a concrete box culvert with a water permeable top with enough strength to support commercial aircraft. This proposed long runway bridge, almost 2 miles long, goes against the Federal Aviation Administration's airport design standards. The FAA discourages building runways built as bridges or tunnels underneath runways due to safety and cost reasons. There is no airport we can think of where the aircraft landing touch down area is on a bridge or over a lengthy tunnel. By 2025, LAX will have about 500 flights a day landing on the runway in the Argo Ditch. A runway bridge will not be able to support that daily pounding of landing aircraft. LAWA has not consulted with the builder of the Argo Ditch, the US Army Corp. of Engineers. Inadequate culvert capacity could flood either Westchester and Playa Del Rey or the LAX terminals.

Wingstrike due to reduced separation. The proposed centerfield taxiway reduces wingtip separation by about 200 feet. With less separation between aircraft, the possibility of wingstrikes increases. A wingstrike is a situation where the wingtip of one aircraft strikes the tail or body of another aircraft.

This kind of incident has recently been on the rise with a high profile wingtip/tail smashup between an Air France Airbus A380 and a regional jet at New York JFK airport and this year two United Boeing 777 tails hitting each other at Washington Dulles Airport. International safety experts recognize that these and other types of excursions are much more dangerous and likely to result in fatalities than the incursions seen at LAX.

Problem of taxiway takeoffs and landings. Taxiway takeoffs and landings have become a major problem in the 21st Century. Pilots have mistakenly taken off and landed on taxiways at Seattle, Palm Springs, Las Vegas, Amsterdam, Oslo and Hong Kong. The taxiway landing problem at Seattle was so dangerous that it prompted the National Transportation Safety Board (NTSB) to launch an investigation and ordered the FAA come up with ways to eliminate the taxiway take-off and landing problem.

Alternative 1 is Unaffordable

FAA funding is drying up. The Obama Administration's 2014 FAA budget proposes cutting LAX and 28 other large airports from the FAA's Airport Improvement Program (AIP). The FAA uses the AIP funds to pay for up to 75% of the cost of a new or relocated runway. The Obama Administration's plan to allow these 29 airports raise the Passenger Facility Charge (PFC) from the maximum $4.50 per departing passenger to $8.00 per departing passenger may fall flat in Congress which has had little appetite for raising the PFC in the past. This alternative will also substantially increase the operating costs to airlines and drive up ticket prices for airline passengers.

Potential problems under Lincoln. Lincoln Boulevard is a state highway, California 1, under the jurisdiction of CalTrans. CalTrans did not reply to the LAX SPAS EIR. Lincoln has major underground issues such as 2 of the 3 mainline sewers feeding the Hyperion Treatment Plant, oil pipelines and other utilities that may not be moveable or very expensive to relocate. LAWA will have to pay for relocation of any utility lines. At the BOAC hearing LAWA indicated that the City may accept responsibility for this section of Lincoln. **The cost to L.A. could serious delay the runway completion, eliminate funding for infrastructure in every Council District, and even bankrupt L.A.**

Mitigating existing Manchester Tunnel which extends from current Lincoln.
The currently closed six-lane highway under the runways will require extensive mitigation which is not fully evaluated by LAWA.

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CONCLUSION:

Again, vote for Alternatives 2 and 9 to move LAX modernization forward without costly, time-consuming lawsuits from several parties.

DO NOT REPEAT HISTORY. LAWA now identifies the currently approved Alternative D as "fiscally irresponsible."

DO NOT ALLOW A PIECEMEAL PROCESS. Insist that all new projects be considered in conjunction with all major refurbishment expenditures that have been made necessary by the extended, delayed maintenance.

We have also attached a PowerPoint presentation highlighting other issues concerning LAX modernization.

We remain available to answer any of your questions. We thank you in advance for your vote for Alternatives 2 and 9.

We look forward to working with you in modernizing, but not expanding, LAX.

Sincerely,

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Attachments: LAX issues PowerPoint, FAA Tower Procedures for the Airbus A380

LAX Specific Plan EIR

Presented to the Los Angeles City Council

April 30, 2013

Robert Acherman, Vice President
Alliance for a Regional Solution to Airport Congestion
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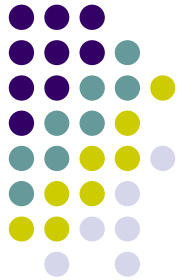
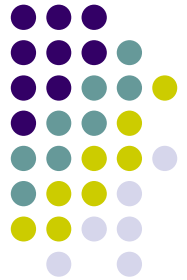
What is ARSAC?



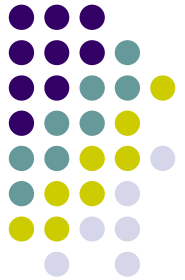
- Alliance for a Regional Solution to Airport Congestion, www.regionalsolution.org
- Grassroots community organization, 1995
- Supports expanding outlying regional airports such as Ontario and Palmdale to meet Southern California's airport capacity needs
- Opposes LAX expansion, however, supports modernizing LAX without moving runways or airport impacts closer to LAX neighborhoods

What is Regionalism?



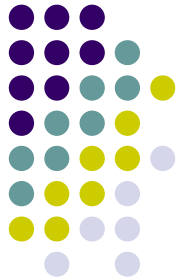
- Not a NIMBY issue, but a public policy issue
  - Regionalism is a “proactive redistribution of a portion of Southern California’s aviation demand to unconstrained airports in the Southern California region, other than LAX, in order to achieve a more equitable and proportional allocation of airport growth and airport operations among the airports, reduce congestion, increase safety, minimize vehicle miles traveled, with consequent benefits to the environment and the economy.”
    - Letter to LAWA Executive Director Gina Marie Lindsey from ARSAC, Culver City and Inglewood, April 15, 2011

Benefits of regionalism



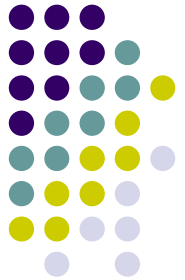
- Does not take existing flights from LAX; adds new flights to ONT and PMD
- Builds airport capacity where it is needed and wanted for now and in the future
- Provides redundancy in case of emergency
- Helps reduce ground traffic congestion
- Provide better equity of burden sharing of airport operations and economic benefits
- Environmental Justice
- Quality of Life

The sky is not falling at LAX



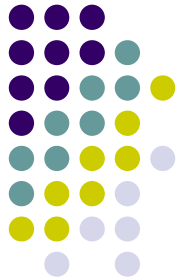
- LAX has been the #3 busiest airport in the USA since the 1960's to the present
- LAX is the world's busiest origin-and-destination airport
- LAX has the most A380 flights in the USA
- LAX continues to add new international destinations: Berlin, Dubai, Istanbul
- LAX is not losing flights to other airports
  - San Francisco lost its Qantas flight to Dallas

Other red herrings



- Safety
  - North Airfield Safety Study- north airfield is very safe
  - Increased runway separation- negligible safety benefit
- Efficiency
  - Up to 4 additional takeoffs per peak hour; may be offset by reduction in arrivals (no net benefit)
- Competition
  - World air traffic doubles about every 20 years
  - Runway separation is not a factor, profits are!
  - Cannot stop airline alliances hub-to-hub trend

More red herrings



- The Poll
  - Incomplete information given- 260 feet north not specified and not studied in North Airfield Safety Study
- LAX was there first
  - Surrounding communities pre-date LAX
- People living next to an airport
  - City promised to expand at Palmdale after Runway 24 Right was built in the late 1960's
- New aircraft are quieter
  - Only under the takeoff noise contour

LAX safely handles the A380

- A380 in operation at LAX since October 2008
- A380 is FAA certified to operate on LAX's 150 foot wide runways and 75 foot wide taxiways
- North airfield meets current FAA requirement of 700 feet of runway separation between runways
- FAA tower regulations require adjacent parallel runway to be shut down due to A380 wake turbulence if runways are less than 2,500 feet apart
- A380 will always require special handling as LAX airfield will never be made fully Group VI complaint
- Existing north airfield provides best wingtip separation to prevent wingstrikes between aircraft

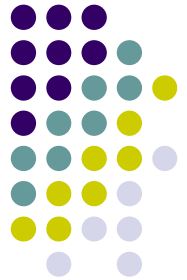
Stipulated Settlement Agreement Provisions

- "The LAX Specific Plan Amendment Study will, consistent with previous local and federal approvals, identify Specific Plan amendments that plan for the modernization and improvement of LAX in a manner that is designed for a practical capacity of 78.9 million annual passengers while enhancing safety and security, minimizing environmental impacts on the surrounding communities, and creating conditions that encourage airlines to go to other airports in the region, particularly those owned and operated by LAWA."
  - LAX SPAS Alternative 1 fails to minimize impacts on surrounding communities and fails to promote regionalism

Why Alternatives 2 and 9

- Alternative 2- the Environmentally Superior Alternative!
  - Rated most operationally efficient due to taxiway fixes
    - Has Group VI taxiway near terminals to avoid wingstrikes
  - More quickly constructed and creates jobs sooner
  - Substantially reduces unanticipated construction cost increases and construction delays
  - Least impacting on surrounding communities
  - Costs less than Alternative 1 (Alt 1 may be “low balled”)
  - Creates the most jobs for dollars spent
- Alternative 9- Everyone agrees on this one!
  - Consolidated Rental Car Garage (CONRAC)
  - Automated People Mover (APM)
  - Brings Metrorail into the Central Terminal Area (CTA)

Support for Alternatives 2 & 9



- Elected Officials: Congresswoman Maxine Waters, Council Members Bill Rosendahl and Eric Garcetti

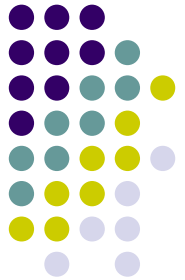
- Neighborhood Councils: Westchester/Playa, Venice, Westside Regional Coalition plus more…

- Organizations: ARSAC, Citizens for a Modern LAX, Westchester Democratic Club, Westchester Vitalization Corporation, Westchester Town Center BID and many more…

Problems with Alternative 1

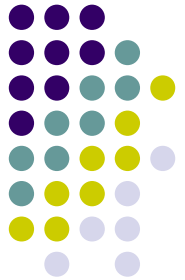
- Two Group V taxiways by north terminals are inefficient
  - Adjoining taxiway will have to be closed when A380 or 747-8 is on one taxiway en route to takeoff on Runway 24 Left
- Moves noise contour to the north thereby newly exposing over 13,000 homes, businesses, schools and churches to aircraft noise, vibration, pollution, and safety issues in South Los Angeles, Inglewood and Westchester / Playa del Rey
- Building a runway on a wetland and over the Argo Drainage ditch
- Closure and re-alignment of Lincoln Boulevard
- Taxiway take-off and landings

Noise issues



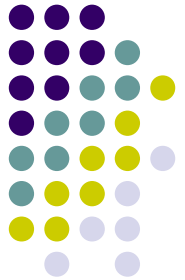
- Increasing noise violates:
  - Stipulated Settlement Agreement
  - LAX Plan
  - LAX Specific Plan
  - City of Los Angeles Noise Element
  - CalTrans Noise Variance
- CEQA mandatory finding of significance
  - 1.5 dB noise increase noted in EIR
- Cannot soundproof a backyard for a child's birthday party

Runway construction risks



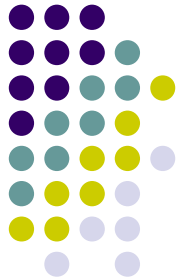
- Runway closures due to construction will shift flights to south complex
- In Alternative 1, LAWA is proposing to convert the Argo Ditch into a concrete box culvert with water permeable top capable of supporting aircraft (i.e. bridge over ditch)
  - 9,875 feet of concrete box culvert
  - Only 10 year flood plain examined- sinkhole problems
- Argo Ditch contains 1.33 acres of wetlands
  - US Army Corps of Engineers permit

Runway construction risks



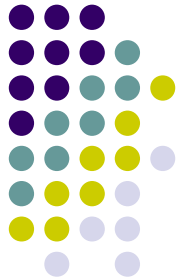
- FAA runway design standards, AC 150/5300-13A, recommend AGAINST runway bridges:
- Section 701: "For safety as well as economic reasons, airport operators should try to avoid the construction of bridges whenever possible."
- Section 702: "Avoid bridge locations, to the extent possible, that have an adverse effect upon the airport's drainage systems, utility service lines, airfield lighting circuits, Instrument Landing System (ILS), or Approach Lighting System (ALS)."
- Runway 24 Right is primarily used for landings
- Aircraft touchdown point on bridge is not safe
- Over 500 daily landings by 2025

Runway construction risks



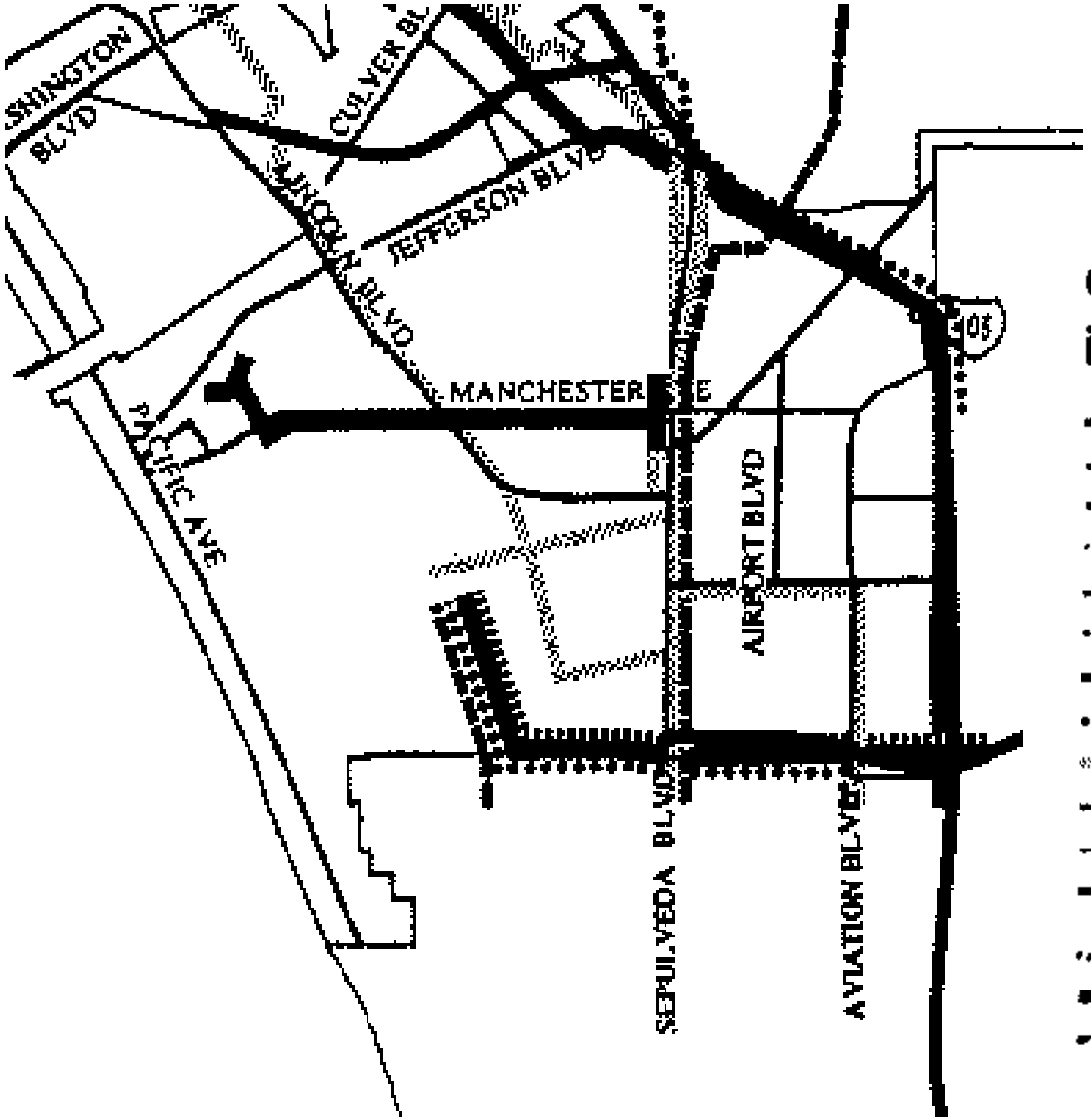
- Lincoln Tunnel located under Runway 24 Right
- $15 million budget estimate to fill in the tunnel is too low

Lincoln construction risks



- Lincoln Boulevard is State Highway, California 1
- No response from CalTrans on the EIR
- 1 of 3 major north-south routes on Westside
- Construction closure for up to 2 years- “Endless Carmageddon”
- LAWA has suggested City of Los Angeles can take control of Lincoln from CalTrans
- Part of Lincoln will be below grade or in a tunnel
- Major underground issues- oil pipelines, sewers

Oil pipelines



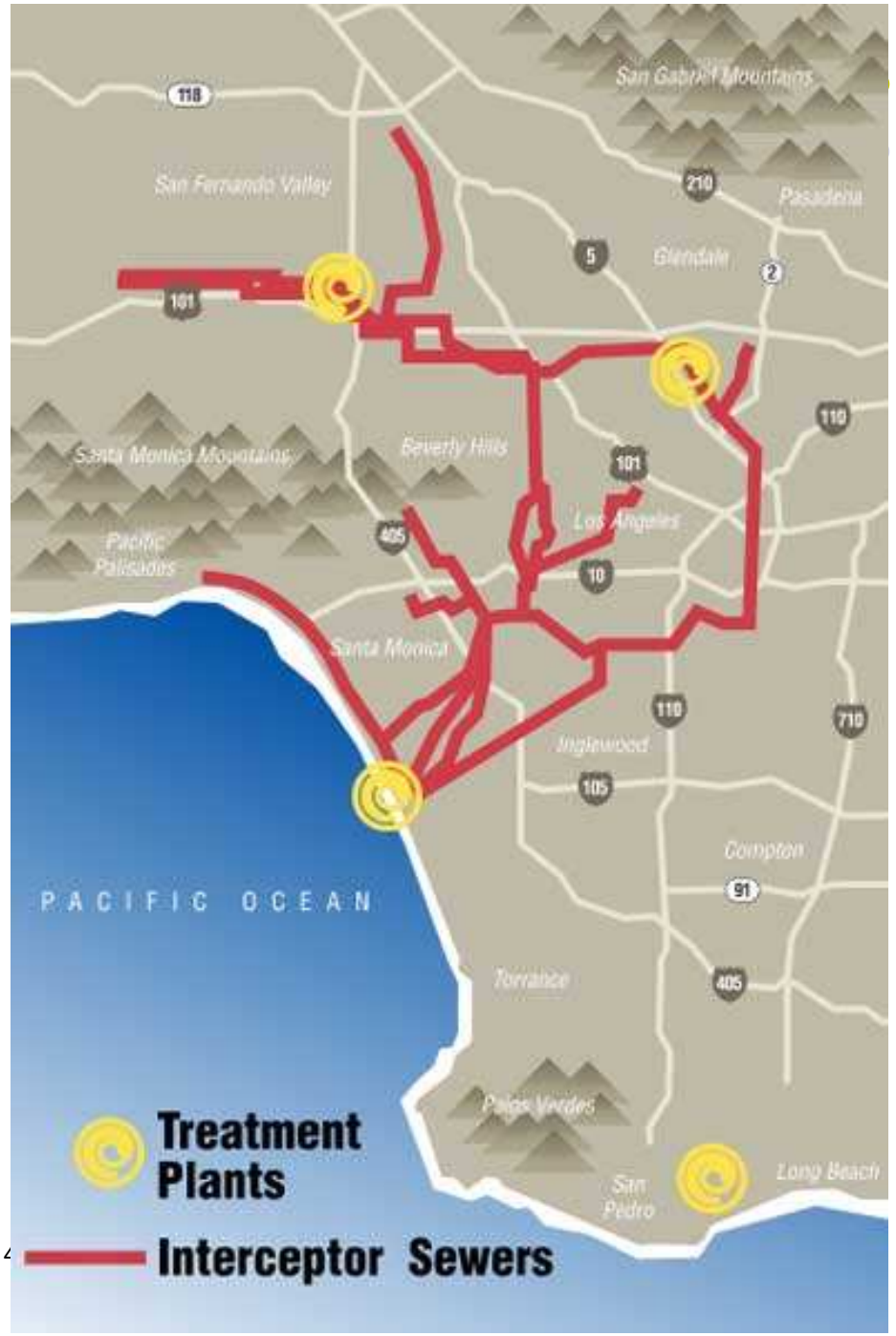
Oil Pipelines in the City of Los Angeles

- Chevron Pipeline Co.
- Dow Chemical Co.
- Four Corners Co.
- Lomita Gasoline Co.
- Los Angeles Department of Water and Power
- Mobil Oil Corp.
- Oxy USA Inc.
- Petrolane
- Shell (L.A. Products, Ventura Products)
- Southern California Edison Co.
- St. James Oil Corp.
- Texaco Refining and Marking Inc./ Texaco Trading and Transportation Inc.
- Ultramar
- Wickland Oil Terminals
- Powerline Oil Co.

Map: Bureau of Engineering

Sewers

- 2 of 3 main sewers feeding Hyperion Treatment Plant go under Lincoln
- Per LA Bureau of Sanitation letter dated September 14, 2012, LAWA would have to pay costs to relocate sewers

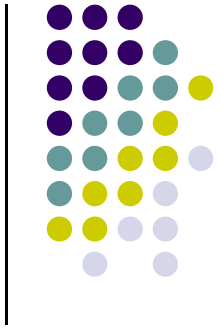


Map: www.lasewers.com

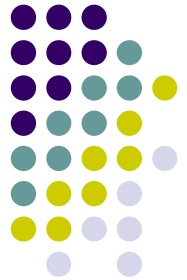
Centerfield taxiway risks

- Allows for “stacking” of aircraft between runways leading to more airfield congestion
- South airfield incursions still occur with centerfield taxiway that was supposed to prevent incursions
- Reduces wingtip-to-wingtip separation of aircraft which could result in a wingstrike
- Pilots have been known to accidentally take-off and land on taxiways
  - Problems at Seattle-Tacoma, Las Vegas and Palm Springs prompted NTSB to make taxiway markings a top priority in 2004; FAA responded in 2010
    - http://www.faa.gov/documentlibrary/media/advisory_circular/150_5340_1k_consolidated.pdf
  - One aborted taxiway landing at LAX on south complex
  - Worldwide problem- Amsterdam, Hong Kong, Oslo, etc.

The bottom line



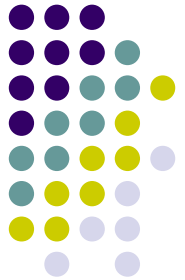
- ARSAC supports Alternatives 2 and 9
- ARSAC opposes any runway moves north
- LAWA is in violation of CEQA and the Stipulated Settlement Agreement
- Air Quality Study needs to be completed now
- LAWA must make regionalism a reality
- ARSAC requests that the City Council support Alternatives 2 and 9 to fix LAX now!
- ARSAC is willing to negotiate or we will sue



Thank you!

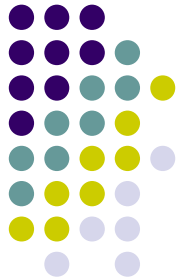
Back up materials

History of LAX- People first!



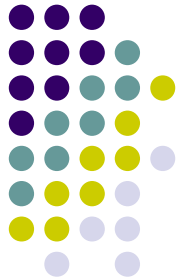
- Gabrieleno / Tongva people
- Spanish land grants
- Communities around LAX established before 1928 lease of 640 acres on Bennett Ranch
  - Playa del Rey (late 1870's), El Segundo (1917), Inglewood (1888, inc. 1908), Culver City (1917), Westchester (1928)
- 1946- "Big Five" move from Burbank to LAX
  - American, United, TWA, Western and Pan Am
- 1959- First jet flight at LAX- American B-707
- 1961- "Jet Age" terminal complex opens

History of LAX- People first!



- 1960's- approximately 14,000 people displaced and 4,800 homes taken due to jet noise
- 1960's- City promises future expansion in Palmdale when Runway 24 Right is built
- 1960's- numerous lawsuits against LAX
- 1970's- Westchester business district decimated
- 1984- "New LAX" ready for Olympic Games
- 1988- "LAX 2000" Master Plan stalled
- 1995- LAX 2015 Master Plan announced

History of LAX- People first!

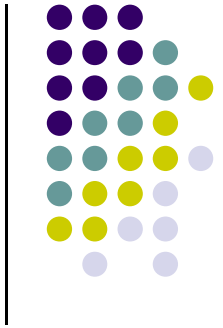


- 1995 to present- Westchester Central Business District renaissance
- 2001- 9/11 terrorist attacks. Mayor James K. Hahn orders new “Safety and Security” alternative, Alternative D
- 2004- LA City Council approves Alternative D
- 2005- ARSAC, County of Los Angeles and cities of El Segundo, Culver City and Inglewood (Petitioners) sue City of Los Angeles and LAWA
- 2006- Stipulated Settlement Agreement signed

History of LAX- People first!

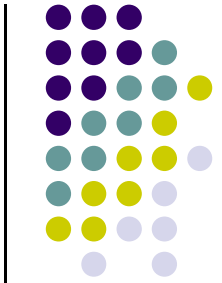
- 2008- North Airfield Safety Study started
- 2010- North Airfield Safety Study concludes that LAX north airfield is extremely safe and that increased runway separation cannot be justified for safety reasons alone
- 2010- LAX Specific Plan Amendment Study (SPAS) Notice of Preparation released
- 2012- LAX SPAS Final EIR released
- 2013- LAX SPAS FEIR approved by Airport Commission and City Planning Commission

A380 factoids



- Only 262 A380's on order
  - 110 orders for the Boeing 747-8 (40 Passenger, 70 Freighter)
  - 890 orders for the Boeing 787 Dreamliner (smaller than 747)
  - 617 orders for the Airbus A350 XWB (777 and 787 competitor)
  - Airlines are downsizing from 747-400 to 777; 777 to 787; 767 & 757 to 737 & A321, etc.
- No US airlines have orders for the A380
- By 2031, only 3% of worldwide commercial fleet will be Very Large Aircraft (e.g. A380 and Boeing 747-8)
  - Source- Boeing Commercial Outlook 2012
- A380 operations at LAX by 2025 should be about 12 daily flights and 10 Boeing 747-8 daily flights (ARSAC estimate)
  - Group VI will account for about 1% of daily operations

USA A380 airports per GAO



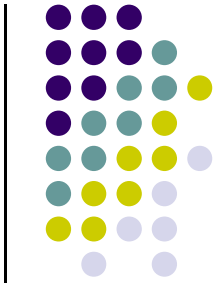
- A380 service today
  - Los Angeles
  - New York- JFK
  - Atlanta
  - Washington- Dulles
  - Houston- Intercontinental
  - San Francisco (summer only- same A380 as Miami)
  - Miami (winter only)
- No A380 service
  - Ontario, California
  - Anchorage***
  - Chicago O'Hare
  - Dallas/Fort Worth
  - Denver
  - Fort Worth Alliance***
  - Indianapolis***
  - Louisville***
  - Memphis*** (2010 Master Plan- no upgrades to support Group VI- A380)
  - Orlando
  - Philadelphia***
  - Tampa

*** Highly unlikely to see service due to FedEx & UPS canceling A380 Freighters

A380 will not overfly LAX

- Only 7 airports in USA are handling the A380
- 68 USA airports approved for 747-8 per Boeing
- LAX has 3 A380 gates, 9 by 2013; SFO has only 3
- A380 requires very large passenger volumes
  - Large metro areas such as Los Angeles and New York City
  - US airline hubs for alliance partners
    - oneworld- American Airlines- LAX, Dallas (Qantas)
    - SkyTeam- Delta Airlines- Atlanta (Korean Air)
    - Star Alliance- United Airlines- Houston (Lufthansa)
- Some airports cannot support year-round A380 service (e.g. Miami, San Francisco)

Las Vegas cannot handle A380



- McCarran International Airport Emergency Contingency Plan:
  - "Unable to accept the A380 aircraft"

- "Not only is McCarran International Airport not planning modifications to accommodate the A380, but Walker says the plane would not be welcome."
  - *Las Vegas Sun*, 2/1/2006

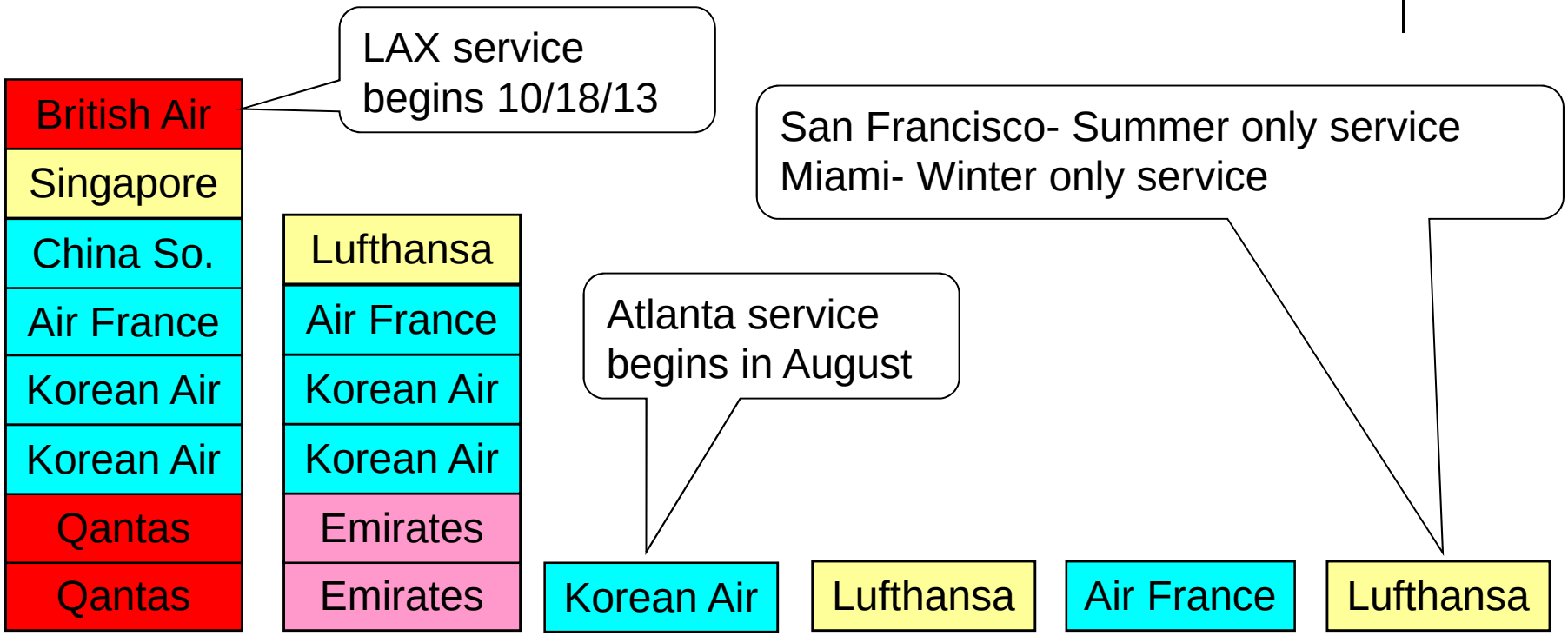
- "'You're not going to get Air France suddenly decide to fly from Paris to Las Vegas because of a new terminal,' said airline consultant Jack Keady of Playa del Rey"
  - *Las Vegas Review-Journal*, 6/24/2012

Phoenix cannot handle A380

- Phoenix Sky Harbor Airport Tarmac Delay Plan
  - "PHX has approximately 40 remote parking spaces…. approximately 15 are capable of supporting larger aircraft, up to design group 5."

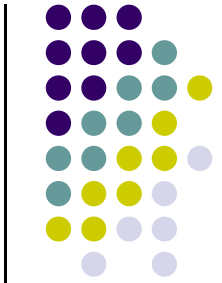
- Sky Train features a 100-foot-tall (30 m) bridge over one of the taxiways which connect the north and south runways (Taxiway R), the first location in the world where a train will pass over an airplane on an active taxiway. The bridge is tall enough to accommodate a Boeing 747, but not an Airbus A380.
  - PHX Sky Train (wikipedia.org)

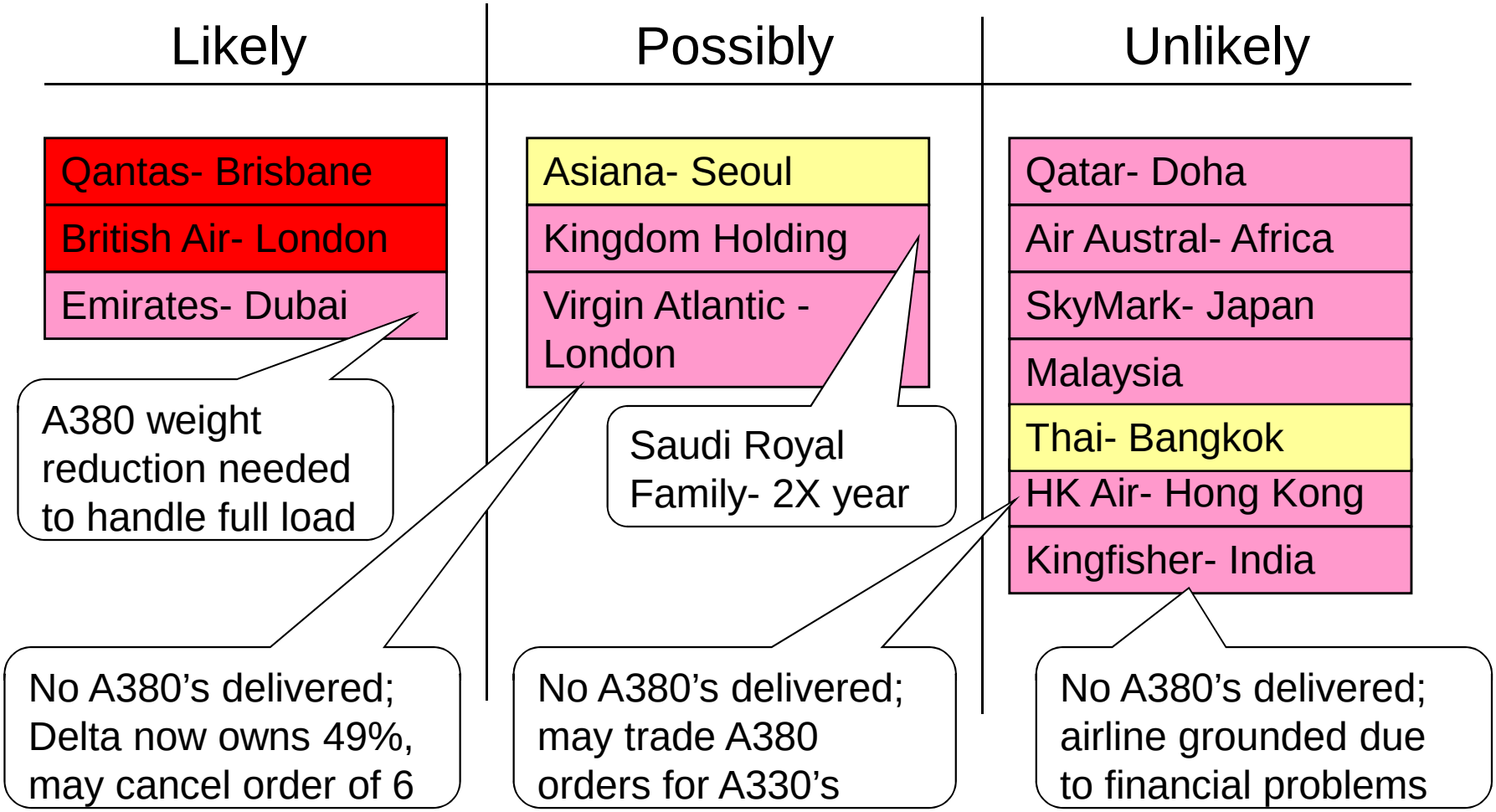
LAX is top A380 city in USA



Airline alliances: oneworld SkyTeam Star Unaligned

Future A380 service at LAX





A380 gate use at LAX- Q1 2013

	QF	QF	KE	KE	SQ	AF	CZ		QF	BA	BA	EK
6:00			11						15			
7:00	93								BNE			
8:00	MEL	11		17								
9:00				ICN								
10:00				18								
11:00												
12:00												
13:00					11	66				279		
14:00					12	CDG				LHR		215
15:00						65					283	DXB
16:00										278	LHR	216
17:00											282	
18:00												
19:00							327					
20:00		12					PVG					
21:00	94											
22:00			ICN				328		16			
23:00			12						BNE			
00:00	MEL	SYD	ICN	ICN	NRT	CDG	PVG		BNE	LHR	LHR	DXB

Parked at QF LAX MX base

West ramp area

Today

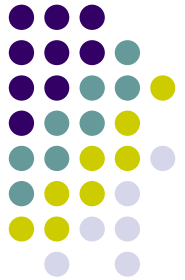
Future?

Parked at QF LAX MX base

Airlines
QF- Qantas
KE- Korean
SQ- Singapore
AF- Air France
CZ- China Southern
BA- British Air
EK- Emirates

Destinations
MEL- Melbourne, Australia
SYD- Sydney, Australia
ICN- Seoul, South Korea
NRT- Tokyo-Narita, Japan
CDG- Paris, France
PVG- Guangzhou, China
BNE- Brisbane, Australia
LHR- London-Heathrow, UK
DXB- Dubai, UAE

How to make LAX safer



- Have a fully staffed air traffic control tower with 47 highly experienced controllers
- Build an new air traffic control tower to give controllers a fully unobstructed view of the airfield. Bradley West is a non-visibility area.
- Complete the installation of Runway Status Lights (RWSL) at all runway entrances
- Install additional technology such as Final Approach Runway Occupancy Signal (FAROS) currently in test at Long Beach Airport

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

N JO 7110.582

Effective Date:
June 18, 2012
Cancellation Date:
June 17, 2013

SUBJ: Procedures for Airbus A380-800 (A388) Flights

1. Purpose of This Notice. This notice replaces N JO 7110.567, Procedures for Airbus A380-800 (A388) Flights, effective October 1, 2011. This notice delineates air traffic procedures that are applicable specifically for Airbus A388 operations. The procedures contained in this notice supplement existing guidance contained in Federal Aviation Administration (FAA) Order JO 7110.65, Air Traffic Control.

2. Audience. This notice applies to the following Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal, and System Operations.

3. Where Can I Find This Notice? This notice is available on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications Web site at http://www.faa.gov/air_traffic/publications.

4. Explanation of Changes. This notice clarifies visual separation procedures to be used with the A388 aircraft, as well as changes to the minimum separation required on final approach. Standard air traffic control procedures contained in FAA Order JO 7110.65, Air Traffic Control, and facility letters of agreement must be applied in support of A388 operations.

5. Procedures.

a. Air traffic control facilities must apply visual separation, as specified in FAA Order JO 7110.65, Chapter 7, Section 2, Visual Separation, as follows:

(1) *TERMINAL*. Visual separation must not be applied to aircraft operating directly behind, within 2,500 feet of the flight path of the leading aircraft, or directly behind and less than 1,000 feet below the A388.

(2) *EN ROUTE*. Visual separation must not be applied with respect to the A388.

b. Air traffic control facilities must use the following procedures when applying the provisions of FAA Order JO 7110.65, Chapter 5, Section 5, Radar Separation.

TERMINAL

(1) Separate aircraft operating directly behind, or directly behind and less than 1,000 feet below, or following an aircraft conducting an instrument approach by:

NOTE-

1. *When applying wake turbulence separation criteria, directly behind means an aircraft is operating within 2,500 feet of the flight path of the leading aircraft over the surface of the earth.*

2. *Consider parallel runways less than 2,500 feet apart as a single runway because of the possible effects of wake turbulence.*

(a) Heavy behind A388 – *6 miles*.

(b) Large behind A388 – *7 miles*.

(c) Small behind A388 – *8 miles.*

(2) When applying wake turbulence separation criteria for terminal operations that are defined in minutes, add 1 additional minute.

EN ROUTE

(3) Separate aircraft operating directly behind the A388 by the following minima:

(a) Heavy behind A388 – *5 miles*.

(b) Large behind A388 – *5 miles*.

(c) Small behind A388 – 5 *miles*.

(4) Unless otherwise specified in applicable letters of agreement, aircraft following the A388 should be provided a minimum of *8 miles* in-trail spacing when being handed-off/transitioning to terminal airspace. This interval should exist when the leading aircraft crosses the terminal/en route boundary or transfer of control point.

c. The word "SUPER" must be used immediately after the aircraft call sign as follows:

(1) *TERMINAL*. In all communications with or about A388 aircraft.

(2) *EN ROUTE*.

(a) In communications with a terminal facility about A388 operations.

(b) When issuing traffic advisories regarding an A388 aircraft.

6. Distribution. This notice is distributed to the following ATO service units: Terminal, En Route and Oceanic, Mission Support, and System Operations; the ATO Office of Safety and Technical Training; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

7. Background. In 2008, the FAA, European Organization for the Safety of Air Navigation (EuroControl), the Joint Aviation Authorities, and the aircraft manufacturer modified existing separation standards for the Airbus A380-800 (A388) aircraft. The separation standards apply to terminal facilities as specified above.

Although a "J" indicator for the A388 has been identified by ICAO in its October 9, 2006, guidance, the FAA has not rendered a final determination in support of such an indicator. Accordingly, existing flight data processing systems and records have not yet been modified to reflect a "J" indicator for the A388 on electronic flight lists or printed flight progress strips. Studies indicate that wake vortices generated by the A388 may be more substantial than those of aircraft in the "Heavy" wake turbulence category, thus requiring special designation ("Super") and additional wake turbulence separation during certain segments of flight. The A388 must identify itself as call sign "Super" in radio communications with air traffic control.

8. Safety Management System. These procedures are based on guidance received from the International Civil Aviation Organization and the joint FAA/EuroControl Wake Turbulence Steering Group that studied the wake vortices of the A388 in July 2008. Accordingly, the separation standards and procedures contained in this notice are based on the approved study; therefore, no further safety risk analysis is necessary.

William Shaw for

Elizabeth L. Ray
Vice President, Mission Support Services
Air Traffic Organization

5/14/2012
Date Signed